

# Exhibit N



U.S. Department  
of Transportation  
Federal Aviation  
Administration



# Memorandum

Subject: ACTION: Testing of Metal Detectors

Date: APR 10 1991

From: Acting Director, Office of CAS  
Policy & Planning, ACP-1

Reply to ACP-110-91-015  
Attn of F. Lozito  
267-3373

To: Managers, Civil Aviation Security Divisions, -700's  
THRU: Director, Office of CAS Operations, ACO-1 *(Handwritten)*

Change 25 to the Air Carrier Standard Security Program (ACSSP) established a new calibration standard for metal detectors used in preboard passenger screening. By memorandum dated September 27, 1990, we outlined the procedures to be followed when FAA testing is performed. This memorandum also states that the test will be performed during the next comprehensive air carrier station inspection according to the implementation schedule in ACSSP Section IV.C.3.e. The dates when the air carriers are to be in full compliance with the new required detection performance standards are listed in ACSSP Section IV.C.3.f.

We would like to encourage the air carriers to recalibrate their equipment prior to the mandatory implementation date, to avoid the last minute problems we experienced at the Category X airports. Therefore, we are authorizing the Principal Security Inspectors (PSI) to allow those air carriers experiencing difficulties with excessive alarming at Category I-IV airports, to adjust the sensitivity to the previous settings until they can resolve any difficulties. Adjustments are not to be authorized after the scheduled implementation dates.

The air carrier must notify the PSI in writing of the difficulties encountered, and the PSI will notify ACO-200, and the affected region to coordinate the effort with the local CASFO/CASFU.

There may be environmental problems encountered over which the air carriers have little or no control, or there may be problems with the increased sensitivity on equipment that may not have been designed to operate at such a high sensitivity setting. These possibilities must be taken into account, and we must work with the air carriers to resolve the problems.

TSA11704

2

On the implementation dates for the Category I, II, III, and IV airports, we do not anticipate receiving, nor do we expect to approve, any requests for an extension of those dates. It is incumbent upon the PSI's to encourage the air carriers to bring their systems on line prior to these dates to work out any difficulties that they may encounter. It is critical that the PSI's, the affected regions, and the air carriers work together so that all parties are aware of any changes made to equipment settings.

We would like to request that you remind the inspectors in the field that they are not to adjust the sensitivity on the metal detectors themselves. Any adjustments needed must be made by an authorized air carrier representative.

Please feel free to contact Jerry Long at FTS: 267-7298 or Fran Lozito at FTS: 267-3373, if you have any questions, or if we can be of any assistance.

  
Lynne A. Osmus

TSA11705